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Approved For Release 2003/08/11 : CIA-RDP82-00457R003300210002-7

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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

## INFORMATION REPORT

CD NO.

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COUNTRY USSR (Ukrainian SSR)

DATE DISTR. 16 September 1949

SUBJECT Aircraft Engine Plant in Zaporozhe

NO. OF PAGES 2

PLACE

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NO. OF ENCLS.  
(LISTED BELOW)

DATE OF INFO.

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SUPPLEMENT TO  
REPORT NO.

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1. Location: Several hundred yards east of the ZAPOROZHE (35°15'E/  
47°50'N) RR station.
2. Plant history: The plant existed before the war and during the  
war its production facilities were utilized by the BMW. In 1947  
the heavily damaged plant was 75 percent reconstructed and 50  
percent of the plant installations were back in production.  
A newly constructed water tower was also nearing completion.  
This reinforced concrete tower extended 40 feet below and about  
22 feet above ground; diameter, about 26 feet; thickness of con-  
crete wall, about 3 feet.
3. The plant was presumably controlled by a KIEV agency, as commis-  
sions arrived from there rather regularly.
4. Plant management: The director of the plant was a Soviet.  
He always wore a uniform. A German engineer (from the Baltic  
States or Silesia), who moved about freely and lived in the  
MVD quarters, was employed in the laboratory. Another German  
engineer from Thuringia was in charge of the construction work.  
From 15 to 20 ethnic German technical personnel were employed  
at the plant.
5. Installations: The plant covered about 5,000 x 2650 feet and  
had the following departments, [REDACTED]

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Design office  
Lathe department  
Punching shop and processing of aluminum  
Assembly shop  
Foundry  
Aluminum foundry

Carpentry  
Pattern shop  
Locksmith shops  
Four engine test  
stands.

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One unidentified workshop, surrounded by three to four wire fences, was guarded by sentries with watch dogs. A building, 1,320 x 330 feet, extending north-south, was particularly noted.

6. Work Force: No exact figures could be given. The number of workers was increased in 1947. About fifty percent of the work force were women. There were also about a hundred Stalin students and from 10 to 20 Germans from the Soviet Zone of Germany. Work was done in three 8-hour shifts. The number of workers on the night shift was very small.
7. Production:
  - a. Two types of radial engines, allegedly for fighters. The larger type of engine was shipped by air from the factory airfield. One twin-engine plane picked up finished engines every two days. The smaller type of engine was installed in fighters. This engine was about 15 inches wide, 50 inches long, and 44 inches in diameter. It was probably air-cooled, as no water containers were observed at the test stand.
  - b. Occasionally motorcycles were shipped from the plant on trucks.
  - c. The four engine test stands were in operation day and night.
8. Other observations: The plant was guarded by a special factory guard and MVD personnel, allegedly assigned to the 101st Regiment, which was not stationed in ZAPOROZHE. The MVD guards were mostly young soldiers, from 19 to 20 years old. Five or six officers, including an air force major and a naval officer, were constantly seen at the plant.
9. Factory Airfield: Dimensions: 3,500 x 2,650 feet, no runway; loamy soil covered by grass. It was located two miles south-east of the plant; about 2,650 feet west of the military airfield.
10.  the ZAPOROZHE Aircraft Engine Plant was located about 1,650 feet east of the ZAPOROZHE railroad station. The plant was 75 percent reconstructed. Radial engines, allegedly for light aircraft, are produced.  the manufacture of motorcycles had been suspended for some time. Motorcycles were not seen.

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Comment:

a. The data contained in par 1 thru 9 on the ZAPOROZHE Aircraft Engine Plant have been confirmed by several more recent reports.

b. Paragraph 12 (reported period: September 1948) shows that the reconstruction work made slow progress but that the stop-gap production of motorcycles has been suspended. This may indicate an increased engine production. The produced engine type cannot be determined from the report. Of the small radial engines only the M-11 (5 cylinders) and the ASh-21 (seven cylinders) are being built in the USSR. The manufacture of double-row radial engines similar to the BMW-801 is also concordantly mentioned.

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